



MCRA Challenge Series

RACING RULES AND REGULATIONS

Revision: 03/08/2016

This page is just a summary of the changes made to this revision of the MCRA Racing Rules and Regulations book. It is the responsibility of each competitor to be aware of all information covered by the rulebook, including mid-season updates published by the MCRA, as well as information covered at any Rider Meeting. Compliance with these rules is the responsibility of each rider. Enforcement of these rules is the responsibility of each racer's designated officials.

2.1.1 – Riders under the age of 16 are allowed to race in GTL or ULGT

2.2 – New to MCRA racers must provide proof of previous race experience or a certificate indicating completion of an approved racer licensing clinic.

2.2.1 - All riders must have a valid MCRA race license to race in a MCRA event.

2.2.2.D – Bumping procedure for amateur riders has been updated.

5.1.1 – Approved Helmet standards updated.

5.2.18 – Supercharging is allowed only if the original equipment system is used.

5.3.2 – Combined status classes can use white or yellow display areas or plates.

6.2.2 - Lightweight GT (Amateur & Expert Divisions Combined).

6.3 – Updated cc limits.

6.3.2, 6.3.3, 6.3.4 – Removed.

7.2 - Point Payouts are based on number of entries.

03/08/16

3.4.1.1 All racers must register by 11am.

5.3.2 – MotoAmerica licensed racers may use their Moto America corresponding number plates in expert class.

Liability Agreement

The rules and regulations set forth herein are designed to provide for orderly conduct of racing events. These rules shall govern the conditions of all MCRA sanctioned events. By participation in these events, all participants are deemed to have agreed to comply with these rules.

NO EXPRESSED OR IMPLIED WARRANTIES CONCERNING SAFETY, INCLUDING ANY IMPLIED WARRANTY OF FITNESS FOR A PARTICULAR PURPOSE, SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND REGULATIONS. THEY ARE INTENDED AS A GUIDE FOR THE CONDUCT OF THE SPORT AND ARE IN NO WAY A GUARANTEE AGAINST INJURY OR DEATH TO PARTICIPANTS, SPECTATORS, OR OTHERS WHO KNOWINGLY, FREELY, AND VOLUNTARILY ASSUME THE RISK OF SERIOUS INJURY OR DEATH. IT IS UNDERSTOOD THAT RACING BY ITS VERY NATURE IS A HAZARDOUS ACTIVITY AND CAN RESULT IN SERIOUS INJURY AND/OR DEATH. USAGE OF THESE RULES DOES NOT GUARANTEE THE WELL BEING OF THE PARTICIPANT. PARTICIPATION IN THIS TYPE OF ACTIVITY IS AT THE PARTICIPANT'S OWN RISK.

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1. Terminology

1.1. MIDWEST CAFÉ RACING ASSOCIATION (MCRA) – is the title of the sanctioning body for all events conducted under the following rules.

1.1.1. MCRA Challenge Series is the title of the Road Racing Series

1.2. GENERAL COMPETITION RULES -

1.2.1. MCRA having promulgated these regulations may modify, add to, delete from, or grant exceptions to these regulations at any time.

1.2.2. MCRA reserves the right to prevent any entrant or entrants from participating in any MCRA event including, but not limited to, track days, practices, racing schools and actual competition. Likewise, the Race Director can prevent an entrant from competing.

1.2.3. MCRA reserves the right to revoke or suspend a rider's competition license for engaging in any practice, behavior, or action deemed to be detrimental to the sport of motorcycling in general, whether or not related to a specific event or competition.

1.2.4. MCRA reserves the right to disqualify or remove a rider from all results and championship standings for engaging in any practice, behavior, or action deemed to be detrimental to the sport of motorcycling in general, whether or not related to a specific event or competition.

1.3. OFFICIAL POSITIONS -

1.3.1. RACE DIRECTOR -The individual responsible for all aspects of a race meet.

1.3.2. CHIEF TECH INSPECTOR – The individual responsible for inspecting all motorcycles and rider equipment at a race meet.

1.3.3. PIT STEWARD – The individual responsible for allowing entry to and from the racetrack proper.

1.3.4. STARTER – The individual responsible for displaying flags to start or end practice, qualifying or races.

2. Rider Requirements

2.1. MCRA AGE REQUIREMENT - Applicants must be at least 12 years of age. Applicants below the age of minority in their home state must provide a notarized statement of permission from a legal parent or guardian at each event. MCRA reserves the right to restrict participation in any event based on age and/or specific track regulations.

2.1.1. All riders below the age of 16 are limited to Lightweight classification of bike and can only compete in Lightweight or Ultralight GT races.

2.2. MCRA LICENSE REQUIREMENT - New applicants must provide proof of current racing experience, or a certificate indicating completion of an approved Racer Licensing Clinic within the previous 12-month period.

2.2.1. Licenses from the following organizations are acceptable as proof of experience: AMA Professional, AFM, AHRMA, ASMA, CCS, CMA, CRA, CMRA, Fasttrax, FIM, MCRA, USGPRU, LRRS, MRA, OMRRA, RACE, SMRI, USBA, WERA, WMRRA, & WSMC. ALL RACERS MUST HAVE A VALID MCRA RACE LICENSE TO PARTICIPATE.

- (1) Expert ranked riders who show a significant lapse in participation (over 3 years without a competition license) will be required to re-qualify for Expert status by normal licensing procedures.
- (2) Riders who show a significant lapse in participation (over 5 years without a competition license) will be required to re-qualify for a competition license by normal licensing procedures.
- (3) Race Director and race committee will make all final calls on re-qualifying regulations.

2.2.2. Riders will be issued MCRA Racing licenses as Amateur or Expert.

- (1)** MCRA Officials will issue Expert licenses to those riders with proven experience or ability as follows:
 - A.** Applicants who are renewing a MCRA Expert license or who are applying with an Expert license from one of the racing organizations listed in section 2.2.1.
 - B.** Amateur riders with the organizations listed in section 2.2.1 that are being upgraded to Expert.
 - C.** Any Amateur Rider, who in the opinion of MCRA Officials, has the ability and experience for Expert competition.
 - D.** Any amateur rider that places in the Top 5 overall for the season will be considered for promotion into expert status at the end of the race season.
 - (a)** MCRA reserves the right to deny Expert status to any Amateur who meets the Series Championship criteria and has not shown the ability and experience for Expert competition.
- (2)** MCRA will issue an Amateur license to those riders who fail to meet the Expert qualifications

2.2.3. STATUS CHANGES - Riders who are changed in status during the season will carry none of their points to their new status.

- (1)** Expert riders, who can show proof that they were not properly classified, may move down to Amateur.
- (2)** Amateur riders who wish to be upgraded must show a history of top finishes, particularly where Experts and Amateurs run together, as well as a good safety record.
- (3)** It is the riders' responsibility to notify MCRA of changes in their licensing status with any organization during the calendar year.

3. Event Regulations

3.1. RACE CANCELLATIONS – MCRA reserves the right to postpone or cancel any scheduled event or class.

3.2. WEATHER CONDITIONS - Events may be run irrespective of weather conditions.

3.2.1. No refund or credit of entry fees will be considered as a result of inclement weather.

3.3. GENERAL REGULATIONS -

3.3.1. All participants must assess for themselves, the facility, organization, safety measures, weather conditions, and any other consideration regarding the risk of competition at any given event. Participation after such an assessment indicates an assumption of all risks involved.

(1) Participants must have a valid credential on their person at all times. A valid credential is the one assigned to that particular individual at registration. Loan of a credential to another party is considered fraudulent use of credentials and will be cause for punitive action, up to a \$500.00 fine and one-year suspension.

3.3.2. The use of intoxicants or drugs of any nature, which could affect the mental or physical abilities of any participant from his/her normal capabilities when in good mental and physical health, are strictly prohibited. Failure to comply will result in punitive action up to a \$1000.00 fine and one-year suspension.

3.3.3. Each rider is responsible for the behavior and actions of any personnel, either family or crew, who is attached to his/her racing effort. Any punitive actions required for crew behavior will be levied against the rider.

3.3.4. It is the responsibility of every competitor to notify race officials of any medical condition that may be worsened by participation at that particular event. Permission to compete following such notification does not create an assumption of liability on the part of the officials or sanctioning body.

3.3.5. All riders must possess a current MCRA Membership, M C R A race license, and sign an official race entry form and release for each event, and no rider may practice or compete without such signature. Participation in any form which results in an unregistered rider participating on the track in a school, practice, track day or a race event, may result in punitive action being levied against all parties involved, up to a \$500.00 fine and one year suspension per offense.

(1) Riders participating in a MCRA Challenge Series who just received class on the weekend of the event are exempt from possessing a current license as long as they have signed an official school entry form and release for that event.

3.3.6. It is the responsibility of any competitor to notify MCRA within 60 days after an event of any contingency discrepancy, including but not limited to: non-payment, late payment, or payment of an amount other than posted. Failure to notify MCRA within that 60 day period will result in forfeiture of all claims against race winnings and or contingency sponsors for that event.

3.3.7. Physical violence or verbal abuse of any other person within the boundaries of the racetrack facility may result in immediate suspension, a fine, and possible prosecution through local law enforcement authorities.

3.4. RACE PROCEDURES -

3.4.1. ENTRY PROCEDURES –

(1) Pre-entry is available to all licensed riders up until 11am.

(2) Riders are prohibited from being scored in more than one class per race.

3.4.2. MCRA CHALLENGE SERIES GRIDDING PROCEDURES -

(1) Racers will be gridded in the order of entry for the first weekend of the season. Following the first weekend racers will be gridded based on points earned.

A. After the first weekend of the season, new entries will be placed after the last rider carrying points in the order of entry.

B. In the event of a tie the rider who signed up first get the position.

(2) Where entry level exceeds recommended track density, entries will be limited to maximum track density on a first come, first served basis with additional entries rejected. Rejected entrants will be refunded their entire entry fee.

(3) Grid sheets will be posted indicating row and position of

each rider. It is the responsibility of the rider to notify race officials if there is an error in the grid sheets within 30 minutes of posting. Failure to do so will result in placement on the grid at the discretion of the Race Director.

3.4.3. STARTING PROCEDURES -

- (1)** Three calls will be made prior to the start of the countdown for each race. All competitors should report to the designated staging area prior to the final call.
- (2)** The countdown will commence by display of a green flag and a number board, usually beginning with #5. At that display, all riders may proceed on one lap of the circuit, returning to their assigned grid positions. Riders may report to the Pit Steward for direct grid placement and no rider may begin a preview lap once the original countdown board has been replaced. Unless otherwise specified, the #4 display will close the track for preview laps. It is expressly prohibited for any rider to take a warm up lap for any race in which he/she is not an entrant.
- (3)** At a time designated by the Race Director, the grid will be closed to all competitors. Those who have not reported for direct grid placement nor begun their preview lap **MAY** be barred from competition in that particular race. Unless otherwise specified by the Race Director, the display of the #3 board will close the grid. There is no financial relief or official penalty for failure to make a race.
- (4)** When the #2 countdown board is displayed, the grid must be cleared of all mechanics and team personnel other than the rider. Failure to clear the grid in a timely fashion will result in a penalty to be levied at the discretion of the Race Director.
- (5)** When the #2 countdown board is displayed, no rider may proceed farther forward in the grid and all riders out of position must line up at the back of the grid behind the last row of riders. This means the last row of the entire grid in cases where classes of machines or rider status are combined.
- (6)** It is the responsibility of the rider to report to the correct grid position. Should the countdown reach #1, and a rider be found in the wrong grid position, that rider will be assessed a penalty. Unless otherwise announced, in races of 6 laps or more, the penalty will be a stop and go on pit road. In races of 5 laps or less, the rider will be penalized one-lap.

- (7) Should circumstances dictate an abort of the countdown; the assistant starter will lower the display board. The countdown will resume once the problem is solved. Should the delay be short, the countdown will be resumed at the #2 mark. Should the delay prove to be lengthy, the countdown will be restarted at the #5 mark and the riders will be dispatched on one more preview lap. Those riders who may have been previously barred from the grid are still considered ineligible to compete as long as the field is held on the pit road or racing surface.
- A. Should the riders be released and allowed to return to the paddock area, those riders who have been previously barred from the grid may join the field for the restart.
- (8) Should an engine stall once the #1 sign has been displayed, the rider should wave to get the attention of the starter or a grid marshal. If possible, the rider will be given time to remove the motorcycle from the grid, and will then be given an opportunity to join the race once the field has left the grid.
- (9) As a final notice of an impending start, the #1 board will be turned sideways as a prelude to the waving of the green flag. All machines must be stationary from when the #1 board starts to be turned sideways until the green flag waves. Any movement will be considered an incorrect start and the rider will be assessed a penalty.
- (10) The waving of the green flag by the starter starts the race.
- (11) A rider is considered to be gridded if the front wheel is no more than 18" behind the designated row, or if the front wheel is no more than 18" in front of the designated row. The left to right position is absolute and may not be changed for any reason.
- (12) Riders who are not properly staged at the green flag will be declared to be improperly gridded. See Item 6 above.
- (13) When an event is stopped with less than two laps completed, a complete restart will be performed, using original grid positions.
- A. In the case of timed events, the clock will continue to run during the red flag, regardless of the number of laps completed.

- (14)** Should a timed race be stopped with more than two laps completed, but less than one-half of the posted race time, the field will be gridded for the restart. The official race time will continue to run during the red flag.
- A.** Riders will be given credit for the laps completed as they cross the finish line in the lap preceding the lap in which the red flag has been displayed. The riders will be re-gridded as to the running order of that last complete lap. This means the position on the track, not the position in the race.
 - (a)** Any rider(s) deemed to be responsible for the red-flag incident will be placed on the last row of the new grid.
 - B.** The remaining time will be run in an effort to complete the total time posted. Should the time run out before the event can be restarted, the race distance will be shortened to the sprint race distance posted for the weekend and all rules concerning sprint events will be put into place. Completed laps will count towards the laps needed to reach sprint distance.
 - C.** Should the red flag be displayed in a race that has seen more than 50% of the total posted time completed, the race may be considered complete if the restart cannot be made before time runs out, as long as more than 50% of sprint distance has been completed.
 - D.** Should the red flag be displayed in a race that has seen more than 80% of the total posted time completed, the race will be considered complete and there will be no restart.
 - E.** In the case of no restart, any rider(s) deemed to be responsible for the race-ending incident would be placed on the results, at the end of their respective laps, using the method described above for re-gridding.
 - F.** There is no restriction regarding repairs or other services performed on the pit road or grid to entered motorcycles during any red flag delay, except as outlined by the Race Director or any supplemental regulations for a particular event.
 - G.** Machines may not be replaced during a red flag delay without permission of the Race Director.
 - (a)** Should the Race Director allow a replacement machine, all previous laps will be disallowed and the rider will be required to restart from the rear of the grid.

- H. Those riders who may have been previously barred from the grid are still considered ineligible to compete as long as the field is held on the pit road or racing surface.
 - (a) Should the riders be released and allowed to return to the paddock area, those riders who have been previously barred from the grid may join the field for the restart.
 - (b) Should a rider return to the paddock area without the entire field being released, that rider will be deemed ineligible to return and will be placed on the results based on number of laps completed previous to leaving the pit road or racing surface.
- (15) Should a race be stopped with more than two laps completed, but less than one half of the posted distance, the field will be re-gridded for the restart.
 - A. Riders will be given credit for the laps completed as they cross the finish line in the lap preceding the lap in which the red flag has been displayed. The riders will be re-gridded as to the running order of that last complete lap. This means the position on the track, not the position in the race.
 - (a) Any rider(s) deemed to be responsible for the red-flag incident will be placed on the last row of the new grid.
 - B. The remaining laps will be run, less credit for those completed, in an effort to complete the total distance posted.
 - C. Should the red flag be displayed in a race that has seen more than 50% of the total posted laps completed, the race may be considered complete.
 - D. Should the red flag be displayed in a race that has seen more than 80% of the total posted laps completed, the race will be considered complete and there will be no restart.
 - E. In the case of no restart, any rider(s) deemed to be responsible for the race-ending incident would be placed on the results, at the end of their respective laps, using the method described above for re-gridding.
 - F. There is no restriction regarding repairs or other service performed on the pit road or grid to entered motorcycles during any red flag delay, except as outlined by the Race Director or any supplemental regulations for a particular event.
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the rider will be required to restart from the rear of the grid.

- H. Those riders who may have been previously barred from the grid are still considered ineligible to compete as long as the field is held on the pit road or racing surface.
 - (a) Should the riders be released and allowed to return to the paddock area, those riders who have been previously barred from the grid may join the field for the restart.
 - (b) Should a rider return to the paddock area without the entire field being released, that rider will be deemed ineligible to return and will be placed on the results based on number of laps complete previous to leaving the pit road or racing surface.
- (16) Starts may be divided and started in separate groups or waves. The time interval between waves will be determined by conditions at each racetrack. The green light or flag will be activated separately for each wave. Once the first group has started, if it is necessary to abort the start of the remaining groups, the red flag will be displayed and there will be a restart in accordance with the rules for red flag stops and restarts.
- (17) In events where dry condition tires are allowed, the Race Director will determine whether a pending race will be designated as a wet start or a dry start, based on a wet track or threatening weather conditions. Wet designated starts may begin with a preview lap, which is not mandatory. Upon completion of the preview lap, all riders may go to pit road for a minimum of ten minutes and will be allowed to change to rain tires. After the ten-minute period, the #5 will be displayed, and riders may take a preview lap, returning to their assigned grid positions for the start.
 - (A) Once an event has been declared wet, tire choice will be up to each competitor for the remainder of that day, and there will be no additional delays allowed regardless of further changes in climactic conditions. The Race Director will have the final decision on this matter and the decision is non protestable.

3.4.4. ON TRACK REGULATIONS -

- (1) Should a rider leave the course, he/she must re-enter at the next safe location with no attempt to shorten the course and gain an advantage over the remaining competitors in that event.

 - A. Rider must re-enter course under directions of the corner marshals if they are present in the area where the run off occurred.
- (2) Any rider, who appears to be deliberately blocking another motorcycle attempting to pass, including weaving, will be penalized or disqualified. This is a judgment call by the Race Director and is non protestable.
- (3) It is expressly prohibited to ride or push a motorcycle counter-race direction, either on the track or pit road, unless directed to do so by an official or corner marshal.
- (4) Riders who appear to be intentionally initiating or maintaining wheelies will be fined at Race Directors discretion.
- (5) It is expressly prohibited to stop on course (other than the grid area during the start of a race), unless expressly instructed to do so by an official or member of the safety crew.
- (6) Intentional or sustained burnouts are prohibited. Riders engaging in such activity will be fined and held liable for any damages incurred.
- (7) Riders are required to comply with all instructions given by
an official or member of the safety crew, regardless if they are verbal instructions or transmitted to the rider by use of flags as listed in Section 4 of this rule book. Failure to comply constitutes conduct detrimental to the sport and the Race Director will levy penalties in accordance with Section 13 of this rule book. Any penalties or fines levied as a result of violating the rule will not be subject to protest or appeal.

3.4.5. PADDOCK AND/OR PIT ROAD REGULATIONS -

- (1) No smoking is allowed on pit road.
- (2) At no time shall anyone less than 16 years of age be allowed on pit road unless the person is a registered entrant in that event. Children are allowed in the paddock area, but at all times must be under the supervision of an adult. Pets may be kept in the paddock area only if they are properly restrained and do not create a menace or nuisance to any other participant. It is advisable to check with the management of each racing facility regarding their regulations on pets. Some facilities will not allow them on the premises. Proper compliance is the sole judgment of the Race Director.
- (3) Crew members are barred from the racing surface except for those giving assistance during the display of the countdown boards prior to board #2.
- (4) The Race Director, at any time may limit the number of participants allowed on pit road.
- (5) Participants must have a valid credential on their person at all times. A valid credential is the one assigned to that particular individual at registration. Loan of a credential to another party is considered fraudulent use of credentials and will be cause for punitive action, up to a \$500.00 fine and one-year suspension.
- (6) In the instance that pit bikes or other pit vehicles are allowed by the facility, each must display the rider's competition number on the front of the vehicle.
- (7) Since it is impossible to anticipate every possible circumstance, the official responsible for operation of each racing event will rule on any area of dispute that is not clearly covered by these rules by using common sense, fair play and the "No Sniveling" clause. The word of the Race Director on these gray areas will be considered final.

3.4.6. SCORING PROCEDURES -

- (1) To be classified on the results, after starting from the race grid or pit road, the rider and machine must complete two laps and cross the finish line either on the track or on pit road.
 - A. Any rider deemed to be abusing this procedure will be penalized or disqualified. This is a judgment call by the Race Director and is non protestable.

- (2) In the case of a red flagged race that is considered complete; the final order will come from the last full green flag lap. Any rider(s) deemed to be responsible for the race-ending incident would be placed on the results, at the end of their respective laps, using the method described above for re-gridding.
- (3) Should the checkered flag be displayed prior to the published or announced race distance or time, the race will be considered complete. For example, should the checkered flag be displayed on lap four of a five-lap race, the race would be considered complete. Should the checkered flag be displayed beyond the published race distance, the results will be determined by positions at the completion of the published race distance. For example, if a five lap race were run for six laps, the results would be based upon position at the end of lap five.
- A. Race distance may only be lengthened by official announcement at the mandatory riders meeting prior to the start of an event.
 - B. The Race Director may shorten events without prior announcement due to, but not limited to, time constraints, changing weather conditions or any other reason deemed necessary. There will be no financial relief for events shortened by the Race Director.

4. Flags and Communications

4.1. OPERATIONAL FLAGS:

- 4.1.1. GREEN FLAG** - Indicates start of race or clear track conditions.
- 4.1.2. CHECKERED FLAG** - Indicates end of race or practice session – proceed around the course to the designated track exit. Should the checkered flag be displayed prior to the published or announced race distance or time, the race will be considered complete. For example, should the checkered flag be displayed on lap four of a five-lap race, the race would be considered complete. Should the checkered flag be displayed beyond the published race distance, the results will be determined by positions at the completion of the published race distance. For example, if a five-lap race were run for six laps, the results would be based upon position at the end of lap five.
- 4.1.3. RED FLAG** - Indicates race has been stopped. All riders are to signal the other competitors that they are no longer racing; then reduce speed and proceed safely to the pit road. For those locations without a pit road, the Race Director will designate an area to replace pit road. No passing is allowed from the flag stations displaying the red flag to the pit road. Failure to comply will result in fines and/or suspension at the discretion of the Race Director. In either case, the action taken regarding assessment or non-assessment of the penalty or choice of penalty may not be protested.
- 4.1.4. BLACK FLAG WITH ORANGE DISC** – Rider infraction-report to the Pit Steward on the next lap. Failure to respond will result in penalties. Officials are only required to display the flag and bike number once to the field. It is the rider's responsibility to respond on the next lap. In all cases, failure to report within three laps or before the conclusion of the race, whichever is shorter, will result in penalties at the Race Directors discretion. Unless otherwise announced, the rider will be penalized one-lap. The assessment of this penalty is non protestable.

4.2. WARNING FLAGS -

4.2.1. YELLOW WITH RED STRIPES - Debris or fluid on track surface-exercise caution.

- (1) Debris flag folded into a triangle and held pointing towards the sky indicates rain-exercise caution.
- (2) Debris flag displayed and then pointed directly at a machine indicates a mechanical problem with your equipment. This is the corner station equivalent of a Black Flag. Signal that you are slowing, get off the racing line, then reduce speed and stop at the first safe position, preferably a corner station that can notify you of what the equipment problem is.

4.2.2. YELLOW FLAG - STATIONARY - Indicates a potentially hazardous situation on or near the track. Passing is allowed but riders should exercise extreme caution in this area.

4.2.3. YELLOW FLAG - WAVING - Indicates a potentially hazardous situation on or near the racing line or in a crash impact area. No passing is allowed from the flag stations displaying the waving yellow flag until the rider is beyond the incident. Riders who violate this rule may be assessed either a stop & go or a one lap penalty, at the discretion of the Race Director. In either case, the action taken regarding assessment or non-assessment of the penalty or choice of penalty may not be protested.

4.2.4. WHITE FLAG WITH RED CROSS - Indicates that a safety or emergency vehicle is on the course - exercise caution. This flag will be displayed stationary at all stations whenever a safety or emergency vehicle is on the course. This display will be accompanied by a waving yellow flag at the flag station immediately preceding the vehicle on the racecourse. A standing yellow flag will be displayed one flag station prior to the station covering the vehicle with the waving yellow flag.

4.2.5. BLACK FLAG - Indicates a mechanical problem with your equipment. Signal that you are slowing, get off the racing line, then reduce speed and stop at the first safe position, preferably a corner station that can notify you of what the equipment problem is.

- (1) Failure to properly respond to a Black Flag will result in immediate disqualification. Penalties levied as a result of this infraction are not subject to protest or appeal.

4.3. COURTESY FLAGS -

4.3.1. WHITE FLAG AT STARTER POSITION - Indicates final lap.

4.3.2. WHITE & GREEN FLAGS CROSSED AT STARTER POSITION - indicates completion of $\frac{1}{2}$ race distance.

5. Equipment Standards

Before any motorcycle will be allowed on the track, the machine must meet certain minimum standards and be inspected and approved by the Tech Inspector. The primary emphasis of this inspection is race worthiness of the equipment used. Application of a Tech Inspection Approval Sticker does not imply compliance with Section 6 Class requirements or that the machine is safe for competition. The burden of complying with the rules regarding class suitability and minimum equipment standards rests with the entrant and it is his/her responsibility to seek approval of the Tech Inspector of any areas of question regarding suitability. The Tech Inspector may request class suitability inspection as well as revoke approval of any machine at any time during the meet. Where the rules permit or require components of equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components, materials and/ or fabricate the same so that the motorcycle components will perform in competition with safety.

Motorcycles and Rider Equipment must be brought to Tech in a race-ready condition. The only exception is that enough body work must be removed for the drain plugs to be visible to the Tech Inspector. In cases where securing by other approved means is applicable, the Tech Inspector will have final approval.

The following is a set of minimum standards that will be in effect at all events for both riders and motorcycles:

5.1. RIDER EQUIPMENT –

5.1.1. Undamaged full-face helmet with face shield and bearing a stamp of approval from one of the following international standards:

1. Snell M2005 through M2015 (USA)
2. BS. 6658 TYPE. A (GREAT - BRITAIN)
3. ECE 22 - 05 "P" (EUROPE)
4. JIS 8133:2007 (JAPAN)

(1) It is required that all riders put their competition number on the chin bar or side of their helmets to aid in identification should the rider be involved in a multi-bike incident.

5.1.2. Leather footwear at least 8 in height. Slip-on footwear is not recommended.

5.1.3. Gloves with leather protecting the wrists palms and fingers.

- 5.1.4.** Suits or pants and jacket of leather or Kevlar. Separate pants and jackets must be joined with 360 degree zipper to create the equivalent of a one-piece suit.

5.2. MOTORCYCLE TECHNICAL REQUIREMENTS –

- 5.2.1.** MCRA stickers must be clearly displayed on each side of the motorcycle. Stickers are available at Tech Inspection at no charge to competitors.
- 5.2.2.** Neat and Clean. Motorcycles that are dirty or show potentially dangerous body work damage will not be approved.
(1) Tires must be in good condition and must be mounted on wheels at least 15 inches in diameter.
- 5.2.3.** All machines must have operational front and rear brakes.
- 5.2.4.** All machines must have an operational handlebar mounted kill switch or button. This switch must be easily identifiable by color or emblem for use by safety crew members.
- 5.2.5.** All machines must have a self-closing throttle.
- 5.2.6.** All turn signals, luggage racks, and mirrors must be removed.
- 5.2.7.** Center and side stands must be removed.
- 5.2.8.** Rear fender or seat must extend to the rear of a line drawn vertically at the rear axle.
- 5.2.9.** Fairings must be mounted in at least three locations. The front wheel must be clearly visible from both sides except for the portion covered by the fender. The rider must be visible from the side and above, while in a normal riding position, and transparent material may not be used to allow for such visibility.
- 5.2.10.** All fairings must be made of plastic, fiberglass or carbon fiber.
- 5.2.11.** All oil, fuel, and coolant carrying hoses or lines must be secured at all connecting points by clips, clamps, safety wire, or other approved means.

5.2.12. Oil coolers must be securely mounted in a protected area. All connections must be safety wired or otherwise secured by acceptable means.

5.2.13. On 4 stroke machines, crankcase ventilation must be routed into a heat resistant catch can of at least 350cc capacity or the air box.

- (1) If ventilation is routed into the air box, any drains from the air box must be sealed.
- (2) If ventilation is routed to a catch can, the overflow tube from the catch can must be routed into the intake area of the carburetors so that any overflow from the catch can will be drawn into the engine.
- (3) Radiator overflow and battery vent tubes may be routed into a separate catch can that need not be vented into the intake area.
- (4) Final approval of the catch can system rests with the Tech Inspector.

5.2.14. All engine, transmission, and final drive unit drain plugs and filler caps must be visibly safety wired. Oil filter bolts must be secured with safety wire and spin-on oil filters must be secured with a metal clamp and safety wired or by other acceptable means. Fuel and radiator caps are exempt. **On all machines, enough body work must be removed before coming to tech inspection so the inspector can see them.**

5.2.15. Kick-starters, if retained, must be secured at two points.

5.2.16. Cooling system must not contain ethylene glycol.

5.2.17. Valve stem caps with rubber O-rings installed are required on both wheels.

5.2.18. Supercharging and turbo charging is allowed only if the original equipment system is used.

- (1) Nitrous Oxide systems are strictly prohibited in all classes.

5.2.19. The following motorcycles must have case guards installed on both sides of the engine: Suzuki GSXR (all models), Suzuki GSF (all models), Suzuki GSX (all models), Yamaha FZR600 & YZF (all models except R-1). Case guards may be in the form of strengthened side covers. This list is subject to change and is at the discretion of the Tech Inspector. Frame sliders are not acceptable as engine case guards.

- (1) Case guards or reinforced covers are required on the left side only for Yamaha YZF-R1 and 2000 and later model Suzuki GSXR's with OEM style body work. (No openings on the lower right side of fairing.)
- (2) 2006-current Yamaha YZF-R6 must have tank guard on sections that extend past frame.

5.2.20. All 4-stroke machines must be equipped with a fluid catch pan of sufficient size and heat-resistant material to contain the contents of the crankcases in the event of an engine or crankcase failure. Minimum capacity of the fluid catch pan is to be 3 quarts.

- (1) Enlargement and/or modification of an OEM fairing lower is permitted to attain the necessary fluid retention
- (2) Machines not equipped with a lower OEM fairing may install a fairing in order to comply with this rule as long as it meets the minimum requirements in Section 5.2.10 of the rules.
- (3) A maximum of two holes, 1" or smaller in diameter, may be drilled in the fluid catch pan. These holes are to be plugged during dry conditions, and may be opened only when the event is declared "wet" by the Race Director. (Tape is not an acceptable plug for these wet weather drain holes.)
- (4) All fluid catch pans must be mounted in a safe and workman-like manner. (Zip-ties and duct tape do not qualify as safe and workman-like mounting.)
- (5) Final approval of the catch pan system rests with the Tech Inspector.

5.2.21. Final approval of a machine's compliance will rest with the Tech Inspector.

5.3. NUMBER DISPLAY REGULATIONS -

- 5.3.1.** Number can be chosen by rider but if conflict occurs will need to be changed prior to racing. An 'X' will not be sufficient if the number has been retired. See 5.3.9 for retired numbers.
- 5.3.2.** Expert MCRA Riders will use white display areas or plates. Amateur MCRA Riders will use yellow display areas or plates. Combined classes can run either white or yellow display areas or plates. Current year MotoAmerica number plate colors may be used in Expert class by licensed MotoAmerica racers.
- 5.3.3.** Number plates, or number display areas, must be of adequate size, proportionate to the bodywork so that the number plate is easily distinguishable at speed by officials and other riders.
- 5.3.4. PAINTED DISPLAYS OR SEPARATE PLATES -**
- (1)** Front display may be painted only if the front section of the fairing is of adequate size and the display is clearly legible. The front display area must be unbroken by air intakes, and only one number display will be allowed.
- A.** If the rider chooses to position the front number display to the side of the air intake, that number display **MUST** be on the same side as the scoring station used during each event.
- (2)** Side displays may be painted on rear body work only if that body work presents a basically flat surface of adequate area. The side plate must be mounted on the seat or tail section and to the rear of the rider. Mounting must be high enough to ensure that the number is clearly visible when the machine is leaned (cornering) without interference caused by rider extremities or machine parts.
- A.** If the tail section profile does not allow the machine to comply with Section 5.3.4.2, a single number display on the top of the tail section may be installed and orientated to be read from the rear of the machine. It is the rider's responsibility to have the number display correct before coming to Tech Inspection.
- 5.3.5.** Numbers must be black, of adequate size and spaced appropriately in order for the number(s) to be clearly visible at speed. Numbers must be of standard block lettering with no shading, outlining or serifs. All numbers on any display must be the same size.
- 5.3.6.** The following samples show the type style required to comply with these rules:

1 2 3 4 5 6 7 8 9 0

- 5.3.7. Number plates must be free from any stickers or sponsorship logos except as required by specific class rules.
- 5.3.8. Final approval of a non-compliant number display will rest with the Chief Technical Inspector.
- 5.3.9. Retired Numbers:
 - (1) 74 – Chris Knauer

5.4. ELECTRONIC SCORING UNIT REGULATIONS-

- 5.4.1. MCRA events using the Westhold Scoring System will require each racer to purchase or rent an electronic scoring unit (ESU) at the time of registration. In the event a rider chooses to rent an ESU, the unit then becomes the rider's responsibility until returned at the conclusion of the rider's final race or the conclusion of the event, whichever comes first. Failure to return the unit will result in a fine equal to the replacement cost plus shipping and handling.
 - (1) In the event a rented ESU is lost due to a crash at an event, the rider will only be charged for exact replacement cost as long as the rider notifies the Race Director or Referee before leaving the facility.
- 5.4.2. All machines must have the ESU properly mounted before going to technical inspection. Machines without the ESU properly installed will not be given a tech sticker and cannot enter the racecourse until gaining approval. The ESU is considered to be properly mounted if it is securely fastened to the right front fork leg, right front fork tube or right side of fairing where the signal can be read by the ground antenna and activated by passing through the activation area. It is the rider's responsibility to insure proper activation of the ESU before entering the racecourse.
 - (1) There can be no solid metal or carbon fiber between the mounted ESU and the ground antenna. In all cases where motorcycle chassis or body work design places solid metal or carbon fiber between the ESU and the ground, it is the rider's responsibility to provide an adequate or alternate mounting location that allows the ESU to be activated and to function properly.
- 5.4.3. If a rider has entered multiple machines in the event, it is the rider's responsibility to either transfer the ESU between

machines and assure that it is securely fastened, or to fit each machine with its own ESU. Failure to comply with this rule could result in disqualification at the discretion of the Race Director or Referee.

- (1) At events where electronic scoring is used, the ESU must be mounted on the machine during all practice, qualifying and race sessions. Failure to have the ESU in place could result in disqualification at the discretion of the Race Director or Referee. Penalties levied as a result of this infraction are not subject to protest or appeal.

5.4.4. Final approval of ESU mounting and location will rest with the Tech Inspector or Referee.

6. MCRA Challenge Series Classes

6.1. UNLIMITED GT – Unlimited GT machines are unrestricted in all areas as long as they meet the standards of Section 5.

6.1.1. Machines not sold by manufacturers via normal commercial channels may be approved for different displacement classes on an individual basis.

6.1.2. Unlimited GT displacement limits are absolute and are set as follows:

UNLIMITED GRAND PRIX (Amateur & Expert Divisions)

1. Unlimited Displacement

6.2. LIGHTWEIGHT GT – Lightweight GT machines are unrestricted in all areas as long as they meet the standards of Section 5.

6.2.1. Machines not sold by manufacturers via normal commercial channels may be approved for different displacement classes on an individual basis.

6.2.2. Light weight GT displacement limits are absolute and are set as follows:

LIGHTWEIGHT GT (Amateur & Expert Divisions Combined)

1. Single cylinder, unlimited displacement
2. Two stroke, liquid cooled, up to 450cc
3. Two stroke, air cooled, unlimited displacement
4. Twin cylinder, air cooled, up to 1210cc
5. Twin cylinder, liquid cooled, non-desmodromic valves, up to 800cc
6. Four cylinder, liquid cooled, up to 565cc
7. Four cylinder, air cooled, 2 valve, up to 750cc

NOTE: BMW HP2 machines and destroked 600cc inline 4 cylinder bikes are excluded from the Lightweight class.

6.3. ULTRALIGHT GT – Ultralight GT machines must meet the standards of Section 5.

6.3.1. Ultralight GT displacement limits are absolute and are set as follows:

ULTRALIGHT GT (Amateur & Expert Divisions Combined)

Single cylinder, four-stroke liquid cooled, 375cc

Twin cylinder, air cooled, 350cc

Twin cylinder, four-stroke liquid cooled, up to 325cc

NOTE: 125GP and MD 250 machines are not eligible for Ultralight GT.

7. MCRA Challenge Series Championship Program

7.1. **MCRA POINTS** - Points will be awarded based upon the final results of each class run at each race using the following scale:

First	35	Ninth	16	Seventeenth	8
Second	30	Tenth	15	Eighteenth	7
Third	26	Eleventh	14	Nineteenth	6
Fourth	23	Twelfth	13	Twentieth	5
Fifth	21	Thirteenth	12	Twenty-first	4
Sixth	19	Fourteenth	11	Twenty-second	3
Seventh	18	Fifteenth	10	Twenty-third	2
Eighth	17	Sixteenth	9	Twenty-fourth	1

7.1.1. Every entry will receive an "Entry Incentive" of 15 points per each race that they grid for regardless of their final placement.

7.1.2. Points, as described above, are awarded based upon order of finish for all riders, irrespective of number of entries in the class.

7.1.3. Points as described above are awarded based upon order of finish as well as rider status (Expert or Amateur) except in those classes that have no divisions.

7.2. **PAYOUTS AND CONTINGENCY** - Race payouts for all races are determined by the number of entries, paid to the top 3. Payouts and any other incentives may be mailed out after the event to allow time for processing.

8. Protests / Penalties

8.1. PROTESTS -

8.1.1. PROTEST TYPES -

- A. Scoring and/or Race Operations
- B. Class suitability - visual discrepancies
- C. Class suitability - internal engine discrepancies

8.1.2. SAFETY OR PROCEDURE PROTEST - Protests will not be accepted regarding safety or procedure violations by another competitor. Those violations will only be acted upon when there is official confirmation that the violation took place.

8.1.3. PROTEST TIME PERIOD - All protests must be delivered, in writing, to an official within the time limits outlined below. Protests requiring a fee must be accompanied with the appropriate funding in cash or certified check.

- A. Protests must be delivered within 30 minute of posting of the race results. Protests will not be considered after the 30-minute period has elapsed and results will be considered final. Once final results are submitted for points updates, no changes can be made to results or points for that event.
- B. The official receiving the protest must sign it, and note the time in writing.

8.1.4. PROTEST REQUIREMENT - Protests among participants are limited to those within the same class.

8.1.5. SCORING PROTEST - Scoring protests must be made in writing.

8.1.6. CLASS SUITABILITY PROTEST - Participants in class suitability protests are limited to the protesting rider, the protested rider, the Technical Inspector, the Race Director or a representative of either of the riders involved.

- A. The written protest must specify the rules or procedures that are in question, to include page number and item number from this rulebook.
- B. Should the protest be upheld, the protesting rider will be refunded the protest fee and the protested rider will be removed from all results during the event that the inspected machine was not suitable for and participated in.
- C. The Race Director will make decisions regarding any protest.
 - (1) The Race Director will make a decision regarding the penalty to be levied in the event of an upheld protest.

8.2. PENALTIES -

8.2.1. GENERAL PENALTIES - Unless penalties are otherwise expressly provided for in this rule book the Race Director may levy penalties (i.e. one lap, stop & go, etc..) monetary fine, deduct points, disqualify, or suspend any rider for the remainder of the meet for any violation of the rules of competition, insubordination, or any other conduct detrimental to the meet. In addition, the Race Director may levy fines ranging from \$25.00 to \$5000.00, and can recommend suspension from future MCRA Events. Fined riders are barred from further competition pending payment of the fine, unless there is an appeal in process.

8.2.2. FINES AND SUSPENSIONS -

- A.** Abetting or knowingly engaging in any meet in which the result is prearranged.
- B.** Directly or indirectly, offering or accepting, any form of bribe or compensation to or from any person participating in the meet, with a purpose to pre-arrange the outcome of the competition.
- C.** Attempting to circumvent the rules by competing on a machine not complying with Section 5-Equipment Standards is subject to fines of not less than \$500.00 and/or suspension at the discretion of the Race Director.
- D.** Attempting to circumvent the rules by competing on a motorcycle other than the one entered in the meet. Permission to change motorcycle must be obtained from the Race Director.

8.2.3. FALSIFYING DOCUMENT PENALTY - Penalty for falsifying license applications, entry forms, release forms, loan of license to another party, or participation in fraudulent use of credentials may be suspension of at least one year and possible fines.

8.2.4. REFUSING EXAMINATION PENALTY - Penalty for refusing to allow examination and/or measurement of a machine's components shall be a fine of \$500.00 and suspension for at least 30 days. The suspension period will begin the date the fine is paid.

8.2.5. FALSIFYING CONTINGENCY PENALTY - Penalty for falsifying contingency claims or participation in fraudulent contingency claims will be suspension of at least one year and possible fines.

END OF RULES